

Calendar No. 1083

68TH CONGRESS }
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SENATE

{ REPORT
{ No. 1021

BRIDGE ACROSS THE PEND D'OREILLE RIVER

FEBRUARY 3 (calendar day, FEBRUARY 5), 1925.—Ordered to be printed

Mr. LADD, from the Committee on Commerce, submitted the following

REPORT

[To accompany H. R. 11706]

The Committee on Commerce, to whom was referred the bill (H. R. 11706), to authorize the construction of a bridge across the Pend d'Oreille River, Bonner County, Idaho, at the Newport-Priest River road crossing, Idaho, having considered the same, report favorably thereon, and recommend that the bill do pass without amendment.

The bill has the approval of the Departments of Agriculture and War, as will appear by the annexed communications.

DEPARTMENT OF AGRICULTURE,
Washington, January 24, 1925.

HON. SAMUEL E. WINSLOW,
Chairman Committee on Interstate and Foreign Commerce,
House of Representatives.

DEAR MR. WINSLOW: Receipt is acknowledged of your letter of January 19, inclosing a copy of H. R. 11706 for report thereon and for such views relative thereto as the department might desire to communicate.

This bill would authorize Charles W. Beardmore, of Priest River, Idaho, his legal representatives or assigns, to construct, maintain, and operate a bridge and approaches across the Pend d'Oreille River, in Bonner County, Idaho, at or near the Newport-Priest River road crossing. The proposed bridge undoubtedly would be a toll bridge, and the site proposed for its construction is on the main interstate route between Missoula, Mont., and Spokane, Wash., via Sandpoint, Idaho, and Newport, Wash., which route is included in the system of Federal-aid highways approved for the States of Idaho and Washington. The department in reporting upon H. R. 11066, which would authorize the Interstate Engineering & Construction Co. to build a bridge at the same location proposed by this bill (H. R. 11706), stated that it would regret very much to see a toll bridge constructed at this point and that it had occurred to us that it should not be difficult for the State to arrange the financing of a free bridge at the point indicated, with the aid of Federal funds which could be made available for that purpose. The department, therefore, advised that, in view of the circumstances,

it did not appear that it could consistently recommend favorable action upon the bill.

In this connection, however, it is noted that on January 19 the bill H. R. 11066 was passed by the House with a new section added by the committee to provide that the States of Idaho and Washington, or either of them, or any political or other subdivision thereof, within or adjoining which said bridge may be located, may acquire all right, title, and interest therein upon payment of not to exceed the construction cost thereof, for the purpose of maintaining and operating the same as a free bridge, with the further right to operate such bridge as a toll bridge for not to exceed five years from the date of its acquisition.

Sincerely,

HOWARD M. GORE, *Secretary.*

WAR DEPARTMENT, *January 23, 1925.*

Respectfully returned to the chairman Committee on Interstate and Foreign Commerce, House of Representatives.

So far as the interests committed to this department are concerned, I know of no objection to the favorable consideration of the accompanying bill, H. R. 11706, Sixty-eighth Congress, second session, to authorize the construction of a bridge across the Pend d'Oreille River, Bonner County, Idaho, at the Newport-Priest River road crossing, Idaho.

As the navigable portions of the Pend d'Oreille River do not lie within the limits of a single State the consent of Congress is required under section 9 of the river and harbor act of March 3, 1899 (30 Stat. 1151), for the construction of a bridge thereover.

JOHN W. WEEKS,
Secretary of War

HOUSE OF REPRESENTATIVES,
Washington, D. C., January 22, 1925.

In re H. R. 11706, authorizing construction of bridge across Pend d'Oreille River.

HON. EDWARD E. DENISON,

House of Representatives, Washington, D. C.

MY DEAR COLLEAGUE: I am introducing H. R. 11706 to take the place of H. R. 11066, which your committee reported on January 15 last.

My bill, that you reported on January 15, is the same as the bill I am now calling your attention to with the exception that the first bill granted authority to construct bridge to the Interstate Engineering & Construction Co., while the bill I am now introducing proposes to grant the authority to construct a bridge to Charles W. Beardmore. If you will report the bill I am now introducing, my plan is to ask that proceedings be vacated on the other bill, H. R. 11066.

The reason that I am making this change is because Charles W. Beardmore is the assignee of Peter Young, to whom authority was granted to build the bridge about four years ago, and Mr. Beardmore has obtained franchise from Bonner County, has expended considerable money, and his plans have been approved by the War Department, although his building program has not progressed as rapidly as it had been hoped that it would under the bill of four years ago.

I believe the equities in the case justify us in renewing authorization to Mr. Beardmore instead of authorizing a different concern to construct the bridge.

I shall be very glad if your committee can see its way clear to report my bill, H. R. 11706.

Yours very truly,

BURTON L. FRENCH.

